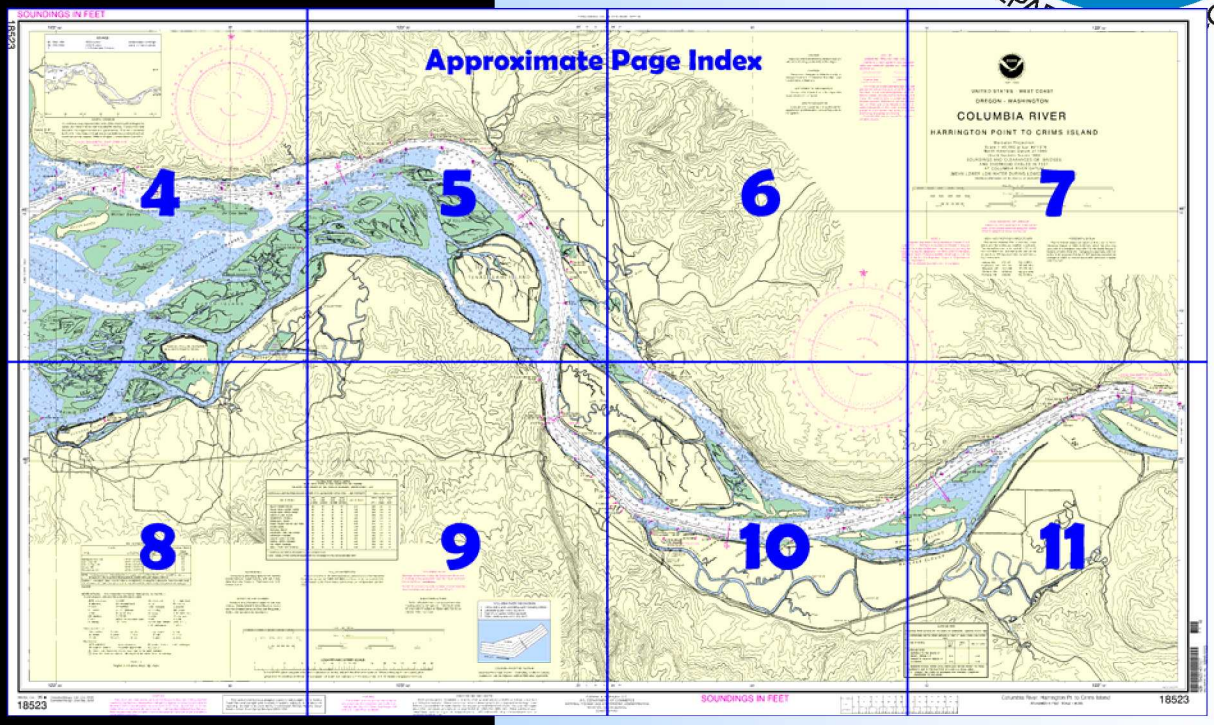
BookletChart™

Columbia River – Harrington Point to Crims Island

(NOAA Chart 18523)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

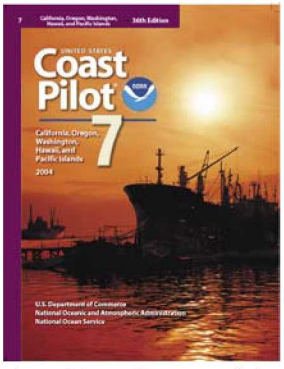
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 10 excerpts]

(151) Between **Harrington Point,** Mile 20.5 (23.6), and **Crims Island,** Mile 47.5 (54.6), Columbia River main channel follows the N bank to **Three Tree Point,** thence swings around the bend, holding to the NE shore as far as **Hunting Islands,** where it swings along the S shore until off the SE end of **Puget Island;** thence it follows the N bank from **Cape Horn** past **Abernathy Point** and N of Crims Island and **Gull Island.**

(152) In this section the current velocity is about 1 knot. Because of the river flow, which combines with the current, the upstream flow is weak or nonexistent and the downstream flow attains velocities of 2 to 3 knots.

(153) Differences of as much as 3° from the normal variation have been observed along this section of the river.

(154) **Steamboat Slough,** NE of **Price Island** at Mile 29.3 (33.7) on the Washington side, and **Elochoman Slough,** on the E side of Hunting Islands at Mile 31.3 (36), are used by fishing boats, tugs, and for log storage. Gasoline and diesel fuel are available at **Skamokawa** just above the NW end of Steamboat Slough. A small marine railway, owned by a private packing firm, can be used if prior arrangements are made. In November 2000, the controlling depth was 1 foot along the SE edge of the entrance channel (shoaling to bare across the remainder of the entrance) and in the channel bend off Skamokawa.

(155) At Mile 35 (39.9), a power cable with a least clearance of 221 feet crosses the main channel to Puget Island. The tower on the E side of the channel on Puget Island is prominent.

(156) **Cathlamet Channel** joins the main channel at Mile 32.3 (37.2) on the Washington side. It is used by fishing boats, tugs, log rafts, and barges, and for some log storage above the city of **Cathlamet.**

(157) Three wharves, owned and operated by Fort James, are at **Wauna,** on the Oregon side at Mile 36.2

(158) **Westport Slough,** at Mile 37.4 (43) on the Oregon side, leads to a ferry dock at the village of **Westport.** A lumbermill wharf, in ruins, is just E of the ferry slip. In 1989, the midchannel depth was 13 feet to the ferry dock. The ferry operates between Westport and the ferry landing 0.5 mile N of **Pancake Point** on Puget Island, and carries passengers and automobiles. Above Westport the slough was used for log storage; decaying and submerged piling may present hazards to vessels operating close to shore. About 7 feet can be carried to **Kerry,** 2.4 miles above the mouth. Overhead power cables 0.8 and 1 mile above the mouth of the slough have clearances of 74 and 76 feet, respectively.

(159) **Wallace Slough,** at Mile 41 (47) S of Wallace Island, is used by fishing boats and house floats. A depth of 4 to 5 feet can be carried through the slough.

(160) **Beaver Slough** enters Wallace Slough near the SE end of Wallace Island. The slough is used by fishing boats and house floats. A fixed bridge with a 30–foot span and clearance of 8 feet crosses the W arm of the slough near its mouth. An overhead power cable with a clearance of 68 feet crosses the slough about 2 miles above the mouth.

(161) **Clatskanie River** is a tributary of Beaver Slough. A railroad swing bridge, about 0.6 mile above the mouth, has a clearance of 16 feet through the E draw. There is a wharf at Clatskanie. Gasoline, diesel fuel, and water are available in cans from the town; mariners supplies, ice, and a launching ramp are also available. Several sawmills once operated along the river. Logs were stored throughout the area, and remnants of piling and related structures may present hazards close to shore. In November 1998, depths of about 2 feet could be carried through Beaver Slough to the mouth of Clatskanie River; thence 2 feet could be carried in the river to the town of Clatskanie; local knowledge is advised. Numerous shoals and snags have been reported in Beaver Slough and Clatskanie River.

(162) **Port Westward,** a former Army ammunition terminal, is the site of a general cargo terminal. The main wharf, just W of the entrance to Bradbury Slough, is 1,200 feet long, has 40 feet reported alongside and a deck height of 20 feet, and can be used for shipment and receipt of general cargo.

(163) **Bradbury Slough,** at Mile 46.6 (53.6) SW of Crims Island, has depths of 9 feet as far as the upper end where it shoals to 3 feet. There once was extensive log storage along the Crims Island shore. Remnants of pilings and log storage related structures may present hazards close to shore.

Table of Selected Chart Notes

Corrected through NM Oct. 07/06
Corrected through LNM Sep. 26/06

HEIGHTS
Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 3° from the normal variation have been observed along the section of the Columbia River shown on this chart

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Astoria, WA	KEC-91	162.40 MHz
Neahaknie, OR	WWF-94	162.425 MHz
Tillamook, OR	WWF-95	162.475 MHz
Olympia, WA	WXM-62	162.475 MHz
Portland, OR	KIG-98	162.55 MHz

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WOODY ISLAND CHANNEL
Woody Island Channel is subject to continual change. Woody Island Channel Buoys 2, 4, & 5 are not charted because they are frequently shifted and are privately maintained.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.603" southward and 4.463" westward to agree with this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW): Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Harrington Point, WA	(46°16'N/123°39'W)	7.7	7.0	0.9
Cathlamet, WA	(46°12'N/123°23'W)	6.7	6.1	0.6
Settlers Point, OR	(46°10'N/123°41'W)	8.0	7.3	1.0
Wauna, OR	(46°10'N/123°24'W)	6.3	5.9	0.6
Skamokawa, WA	(46°16'N/123°27'W)	6.9	6.5	0.8

NOTE: The diurnal range of the tide during low river stages is 6.9 ft at Three Tree Pt., 6.4 ft at Cathlmet, and 5.5 ft at Eagle Cliff. The range becomes progressively smaller with higher stages of the river.

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Oct 2006)

ABBREVIATIONS
(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

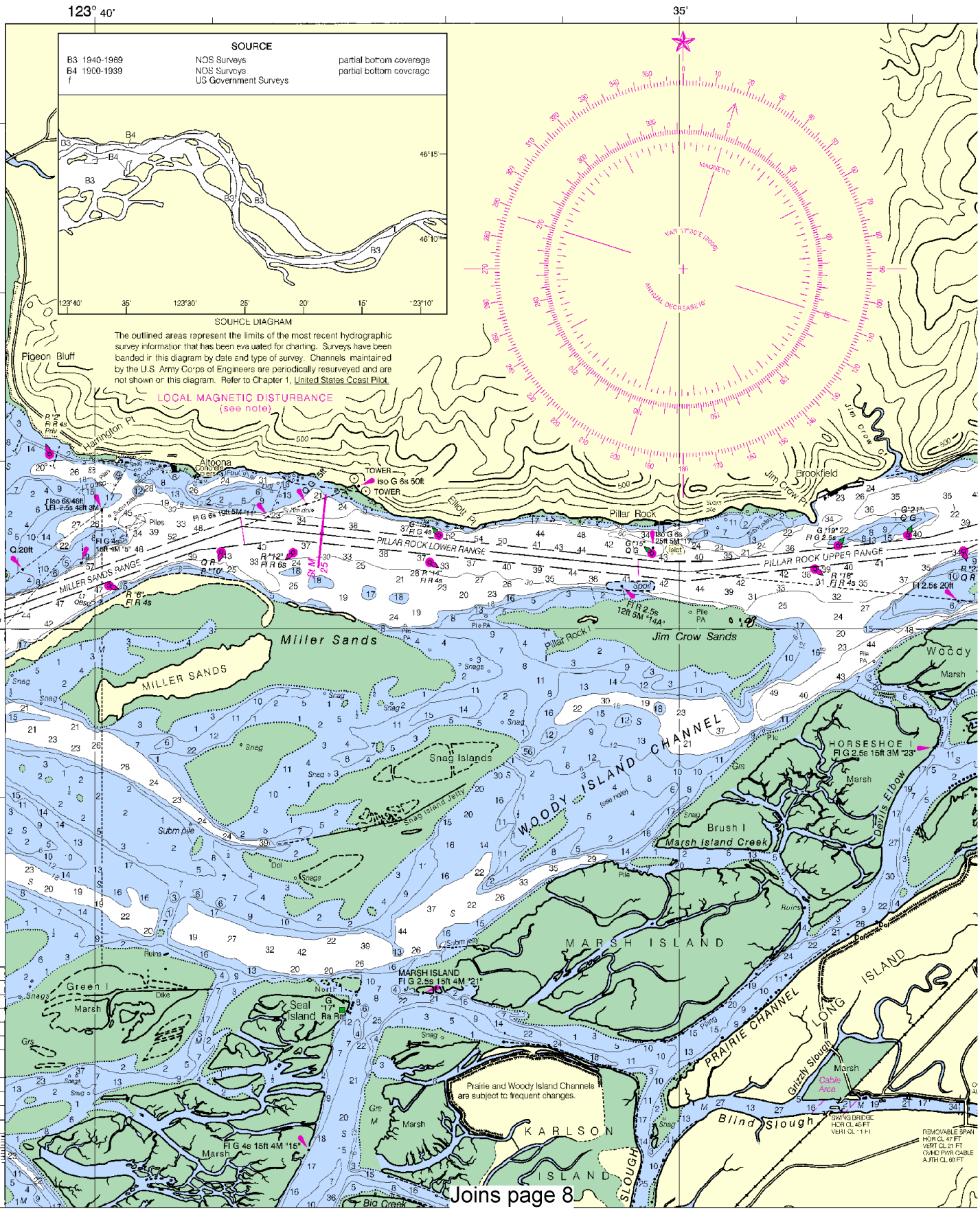
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

Mercator Projection
Scale 1:40,000 at Lat 46°12'N
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS AND CLEARANCES OF BRIDGES
AND OVERHEAD CABLES IN FEET
AT COLUMBIA RIVER DATUM
(MEAN LOWER LOW WATER DURING LOWEST RIVER STAGES)



Joins page 8

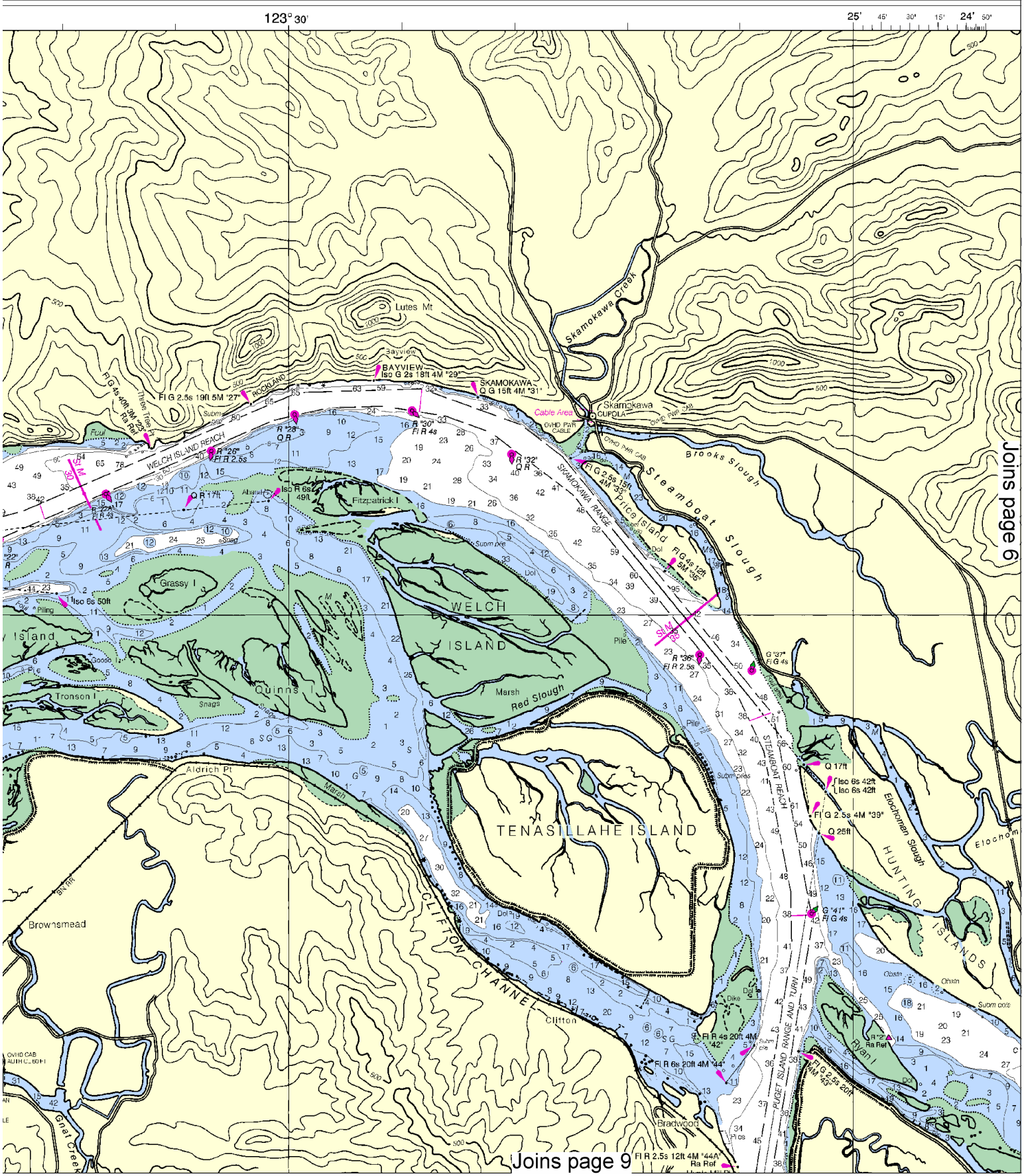
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:57143. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

45' 30' 15' 24' 50' 20'

CAUTION

Improvec channels shown by broken lines are subject to shcaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicatec on this chart. See Local Notice to Mariners

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

SUBMARINE PIPELINES A

Charted submarine pipeline cables and submarine pipeline are shown as:

Pipeline Area

Additional uncharted submarine cables may exist this chart. Not all submarine p marine cables are required those that were originally b become exposed. Mariners sh caution when operating ves watar comparable to their dra pipelines and cables may anchoring, dragging, or trav

Covered wells may be mar unlighted buoys.

Joins page 5

Harper

Elochoman River

Elochoman Slough

HUNTING ISLANDS

Obstn

Obstn

Submerged cable

Ra Ref

Cathlamet

FIXED BRIDGE VERT CL 73 FT FOR NORTHER Y 215 FT OF SPAN A

OVHD PWR CAB AUTH CL 310 FT

Cable Area

Pile

MAGNETIC

VAR 17°30 E (2006)

ANNUAL DECREASE 10'

Joins page 10

6

North

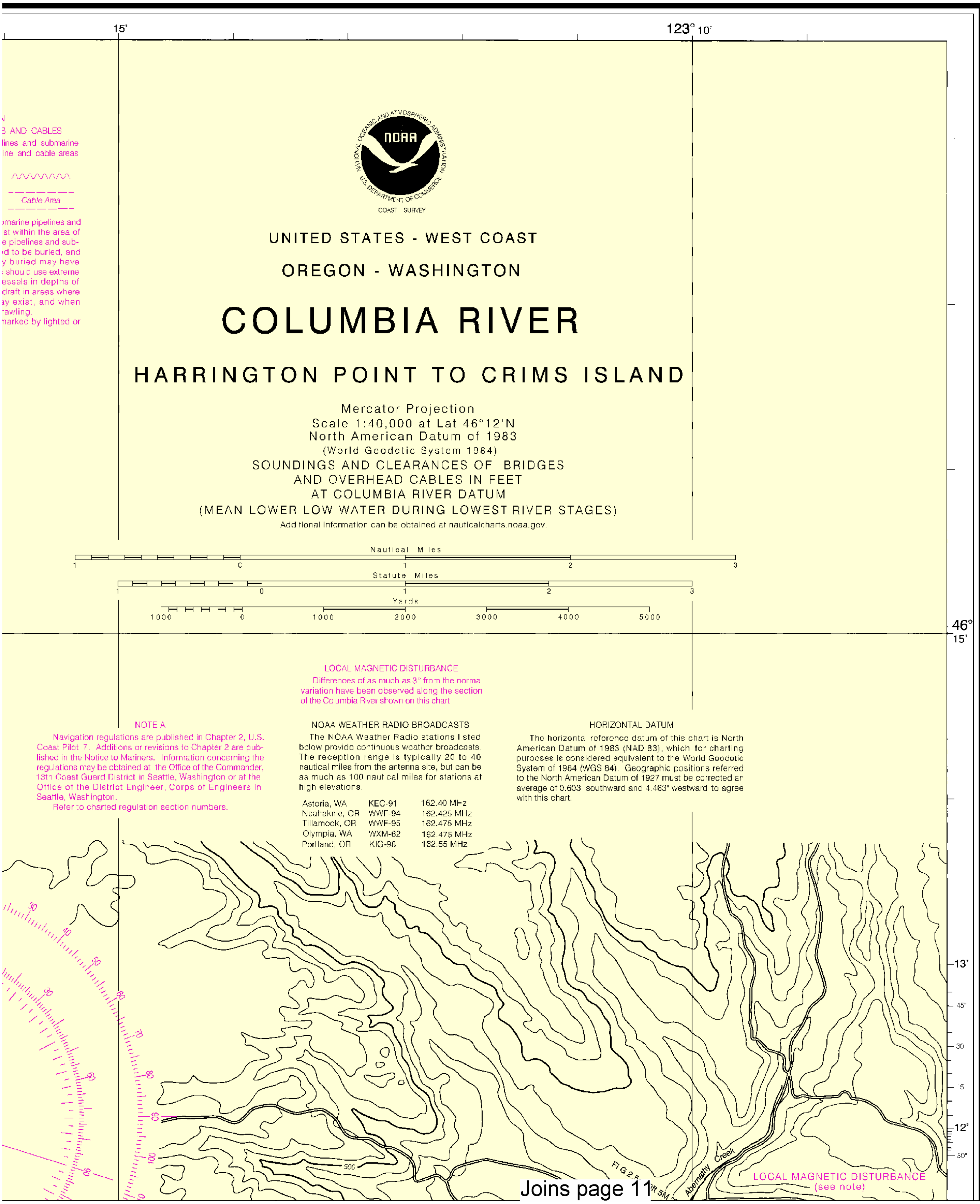
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

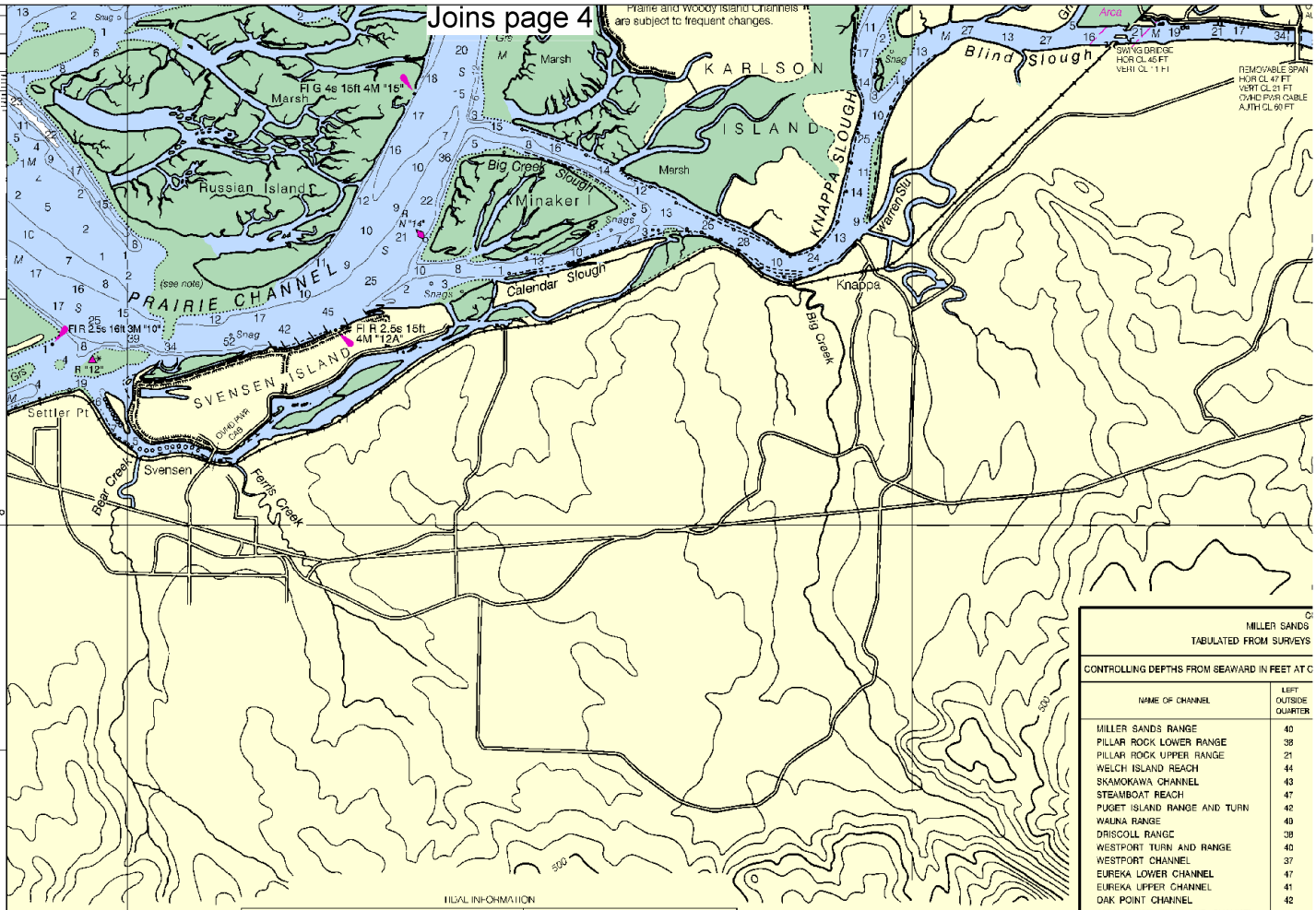
1000 0 1000 2000 3000 4000 5000



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4



MILLER SANDS
TABULATED FROM SURVEYS

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT C

NAME OF CHANNEL	LEFT OUTSIDE QUARTER
MILLER SANDS RANGE	40
PILLAR ROCK LOWER RANGE	38
PILLAR ROCK UPPER RANGE	21
WELCH ISLAND REACH	44
SKAMOKAWA CHANNEL	43
STEAMBOAT REACH	47
PUGET ISLAND RANGE AND TURN	42
WAUNA RANGE	40
DRISCOLL RANGE	38
WESTPORT TURN AND RANGE	40
WESTPORT CHANNEL	37
EUREKA LOWER CHANNEL	47
EUREKA UPPER CHANNEL	41
OAK POINT CHANNEL	42
GULL ISLAND TURN AND CHANNEL	48

* CONTROLLING DEPTHS ROUNDED TO THE NEARES
NOTE - CONSULT THE CORPS OF ENGINEERS FOR C

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
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(Oct 2006)

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

Report all s
Response Cen
Coast Guard fa
153).

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Or occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
sft soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(21) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

WOODY ISLAND CHANNEL

Woody Island Channel is subject to continual change. Woody Island Channe Buoys 2, 4, & 5 are not charted because they are frequently shifted and are privately maintained.

1 0
1 0
1 0 0 0 1 0

1 2 3 4

To find SPEED, place one point of dividers on cir
right point on 60 and left point will then indicate spe

56th Ed., Oct. / 06 ■ Corrected through NM Oct. 07/06
Corrected through LNM Sep. 26/06

18523

CAUTION

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improving this chart to the Chief, Marine Chart Division (N/CS2), Nat onal Oce
Service, NOAA, Silver Spring, Maryland 20910-3282.

North

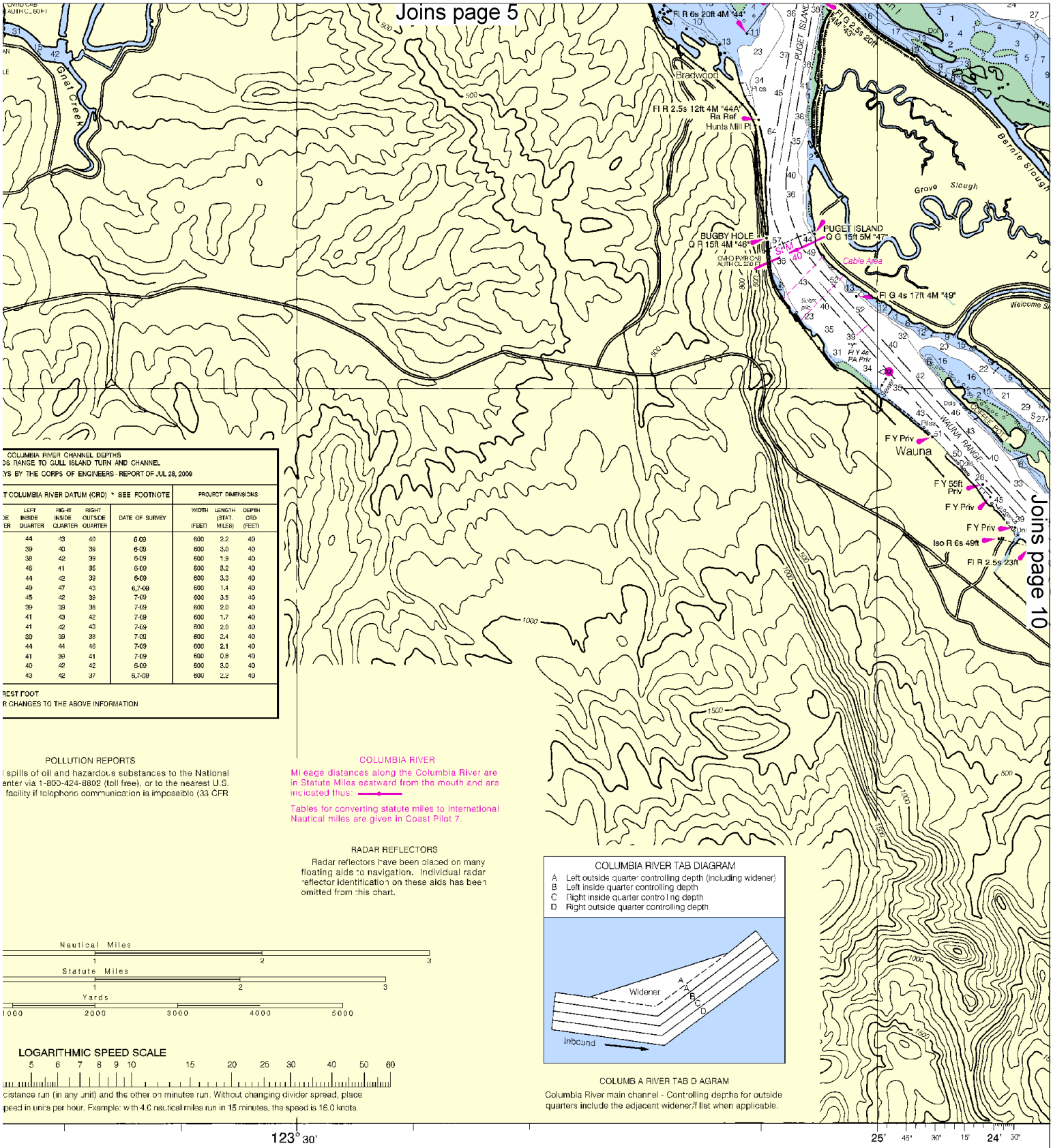
Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Joins page 5



COLUMBIA RIVER CHANNEL DEPTHS
DS RANGE TO GULL ISLAND TURN AND CHANNEL
YS BY THE CORPS OF ENGINEERS - REPORT OF JUL 28, 2009

T COLUMBIA RIVER DATUM (CRD) * SEE FOOTNOTE				PROJECT DIMENSIONS		
LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)
44	43	40	6-09	600	2.2	40
39	40	39	6-09	600	3.0	40
38	42	39	6-09	600	1.9	40
46	41	35	6-09	600	3.2	40
44	42	39	6-09	600	3.3	40
49	47	43	6,7-09	600	1.4	40
45	42	39	7-09	600	3.5	40
39	39	38	7-09	600	2.0	40
41	43	42	7-09	600	1.7	40
41	42	43	7-09	600	2.0	40
39	39	38	7-09	600	2.4	40
44	44	46	7-09	600	2.1	40
41	39	41	7-09	600	0.8	40
40	42	42	6-09	600	3.0	40
43	42	37	6,7-09	600	2.2	40

REST FOOT
R CHANGES TO THE ABOVE INFORMATION

POLLUTION REPORTS

l spills of oil and hazardous substances to the National enter via 1-800-424-8802 (toll free), or to the nearest U.S. facility if telephone communication is impossible (33 CFR

COLUMBIA RIVER

Mileage distances along the Columbia River are in Statute Miles eastward from the mouth and are indicated thus: —•—

Tables for converting statute miles to International Nautical miles are given in Coast Pilot 7.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

COLUMBIA RIVER TAB DIAGRAM

A Left outside quarter controlling depth (including widener)
B Left inside quarter controlling depth
C Right inside quarter controlling depth
D Right outside quarter controlling depth

COLUMB A RIVER TAB D AGRAM

Columbia River main channel - Controlling depths for outside quarters include the adjacent widener/f llet when applicable.

Nautical Miles
1 2 3
Statute Miles
1 2 3
Yards
1000 2000 3000 4000 5000

LOGARITHMIC SPEED SCALE
5 6 7 8 9 10 15 20 25 30 40 50 60

distance run (in any unit) and the other on minutes run. Without changing divider spread, place peed in units per hour. Example: w th 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

123° 30'

25' 45' 30' 15' 24' 50'

tional te for ocean

WARNING

The prudent mariner will not rely solely on any sing e aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

PRINT-ON-DEMAND CHARTS

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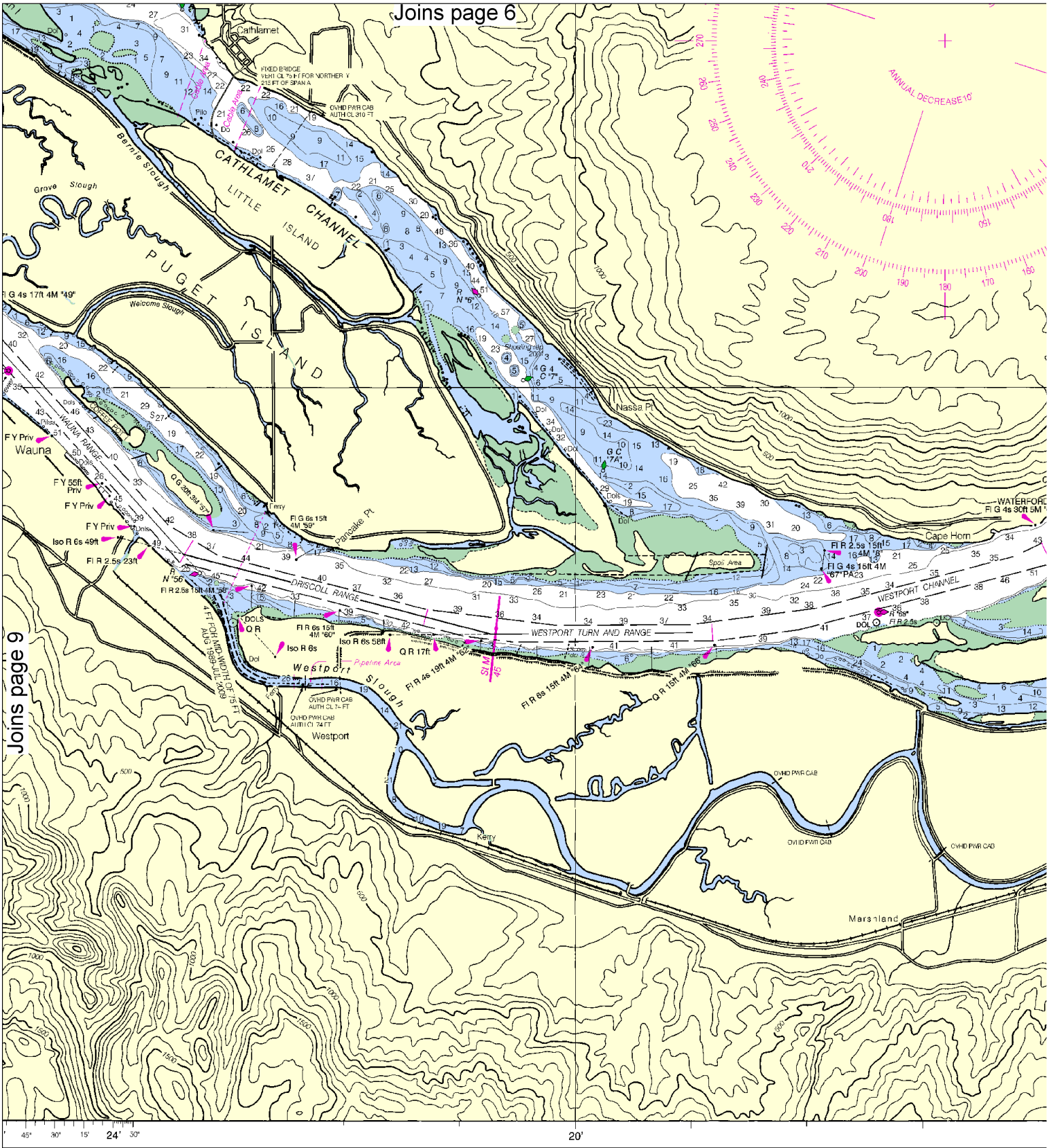
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMER
NATIONAL OCEANIC AND ATMOSPHERIC ADM
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 6



Joins page 9

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATHOMS 1 2 3 4 5 6
FEET 6 12 18 24 30 36
METERS 1 2 3 4 5 6 7 8 9 10 11 12

10

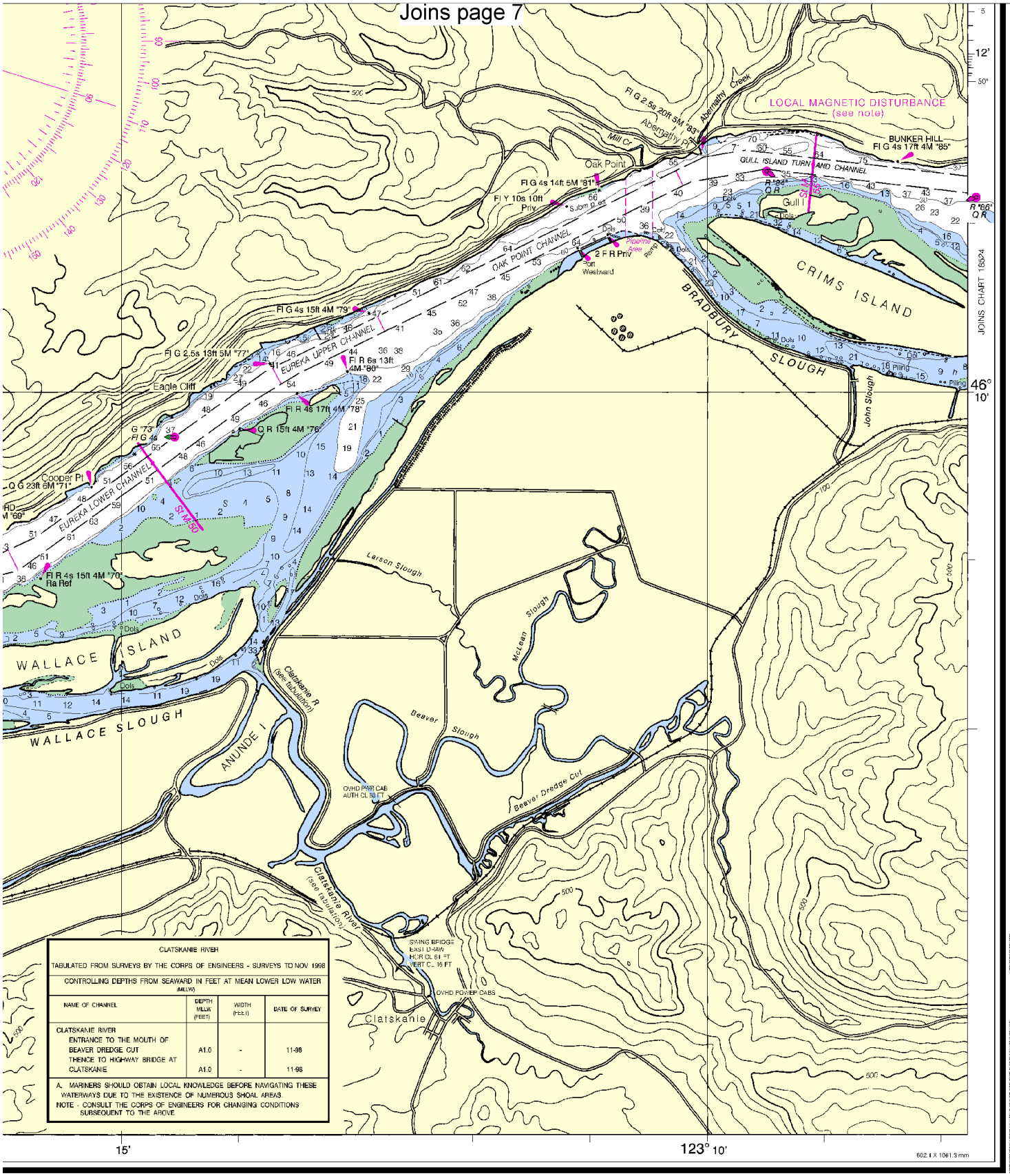
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Joins page 7



CLATSKANIE RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 1998

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
CLATSKANIE RIVER			
ENTRANCE TO THE MOUTH OF BEAVER DREDGE CUT	A1.0	-	11-98
THENCE TO HIGHWAY BRIDGE AT CLATSKANIE	A1.0	-	11-98

A. MARINERS SHOULD OBTAIN LOCAL KNOWLEDGE BEFORE NAVIGATING THESE WATERWAYS DUE TO THE EXISTENCE OF NUMEROUS SHOAL AREAS.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE.

Columbia River, Harrington Pt. to Crims Island

SOUNDINGS IN FEET - SCALE 1:40,000

18523

EB NO. 56
NSN 7642014011577

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue – 206-220-7001
Coast Guard Astoria – 503-861-6211
Coast Guard Portland – 503-240-9301
Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.